

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Gottbus Airfield

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EVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                      25X1DATE OBTAINED                      DATE PREPARED 4 October 1954 25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED

The following air activity was observed at Gottbus airfield between 24 August and 11 September 1954:

24 August. Throughout the day, individual take-offs and landings were made by Yak-18s, which made local flights of 7 to 8 minutes duration at a maximum altitude of 300 meters. Meanwhile, Yak-11s took off individually and practiced flying in formations of two and four in the vicinity of the field. After an elapsed flight time of about 30 minutes, the Yak-11s landed at intervals of 1,000 meters. Additional Yak-11s performed aerobatics at altitudes of over 1,000 meters. Abrupt rolls, steep turns and up to 4 loops were observed.

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25 August. No Yak-18s were seen aloft. Yak-11s practiced formation flying and aerobatics.

26 August. About 0800, 6 Yak-11s individually took off, climbed in a large left bank to an altitude of 500 to 600 meters, and there assembled in a formation of four and an element of two. The aircraft practiced formation flying and repeatedly crossed over the field. They landed individually and at a distance of 1,000 meters after 30 minutes. After an interval of 20 to 25 minutes, 6 Yak-11s again took off and practiced formation flying. This procedure was repeated throughout the day. At intervals, Yak-18s took off and made local individual flights for 5 to 6 minutes duration and at an altitude of 200 to 300 meters.

27 August. Beginning at 0900, flying was practiced in formations of two, three, and four Yak-11s, some of which disappeared from view. Some other Yak-11s practiced loops, turns, steep turns and recoveries. At intervals, Yak-18s took off and landed. There was air activity throughout the day up to about 1900.

28 to 31 August. No air activity was observed.

1 September. Only a few local flights were made during the early morning and these were by Yak-18s.

2 September. About 0600, the first take-offs were made by Yak-11s which climbed in a large left bank and assembled in formations of

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two and three. The interval and distance between the individual aircraft of a formation were 50 to 80 meters. After an elapsed flight time of about half an hour, during which time some aircraft disappeared from view, the landings were made individually. At intervals, two model AN-2 biplanes took off, assembled in an element and practiced flying in close order formation in the vicinity of the field. They landed after about 15 minutes. Air activity was discontinued at about 1600.

3 to 6 September. No aircraft were observed aloft.

7 to 11 September. Air activity observed included formation flying and aerobatics by Yak-11s and local flying by Yak-18s.

Comment. The air activity by the Aeroclub in Cottbus definitely shows that flying was practiced by two training groups. The first group practiced initial flying with Yak-18s while the other group which had reached an advanced status of training practiced formation flying and aerobatics with Yak-11s.

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